

**AMENDMENTS TO THE CLAIMS**

**This listing of claims will replace all prior versions and listings of claims in the application:**

**LISTING OF CLAIMS:**

1. (previously presented): A vehicle control method comprising applying vibration to a tire to change friction force between the tire and the surface of a road so as to control the running state of a vehicle wherein the vibration is micro-vibration having a higher frequency than a response frequency of the vehicle.
2. (canceled).
3. (previously presented): The vehicle control method according to claim 1, wherein the vibration is applied in at least one of the revolution direction, width direction and load support direction of the tire.
4. (previously presented): The vehicle control method according to claim 1, wherein an amplitude of the vibration is modulated to a range of 1 to 2,000 % of the depth of a tread of the tire or the thickness of a top tread of rubber of the tire.
5. (previously presented): The vehicle control method according to claim 1, wherein a frequency of the vibration is modulated to a range of 1 Hz to 1 kHz.
6. (previously presented): The vehicle control method according to claim 1, wherein a frequency of the vibration is modulated to a range of 20 Hz to 1 kHz.

7. (currently amended): The vehicle control method according to claim 1, wherein at least one of an amplitude, a frequency and a phase of ~~deformation~~ of the vibration to be applied to the tire in the load support direction or revolution direction of the tire, is controlled to minimize a rolling resistance of the tire caused by friction between the tire and the surface of a road at the time of running.

Claims 8-10. (canceled).